

Metropolitan King County Countywide Planning Policies Benchmark Program

Indicator 35 (continued)

Employment Capacity

- Employment (or job) capacity refers to the number of new jobs that can be accommodated on available commercial and industrial land in King County. It is a measure of potential, not actual, jobs.
- Since there was a net job loss from 2000 - 2002, the current (2002) job capacity is the sum of the job capacity in 2000 and of jobs that were lost from 2000 - 2002. Thus, it is higher than the job capacity in 2000.
- The 2022 job target is the NET number of new jobs that are expected by 2022. To meet that target, subareas will need to regain lost jobs AND add the target number of new jobs.

Fig. 35.3 Sub-Regional Job Capacity in Relation to Job Target: 2002 Status

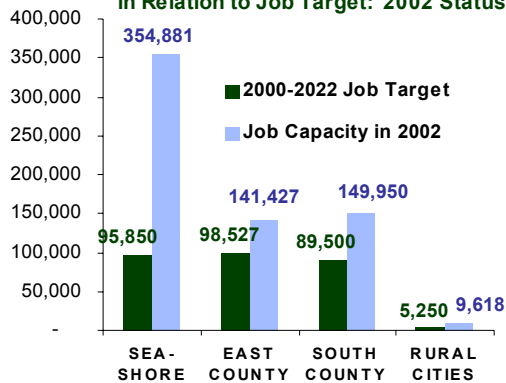


Fig. 35.4

2000 - 2022 Job Capacity in Relation to Target							
Sub-Area	2000 Job Capacity	Existing Jobs in 2000	Existing Jobs in 2002	Net Change in Jobs 2000 - 2002	Percent Change 2000 - 2002	2000-2022 Job Target	Current (2002) Job Capacity*
SEA-SHORE	330,125	525,585	500,829	(24,756)	-4.7%	95,850	354,881
EAST COUNTY	136,989	289,201	284,763	(4,438)	-1.5%	98,527	141,427
SOUTH COUNTY	124,748	306,303	281,101	(25,202)	-8.2%	89,500	149,950
RURAL CITIES	11,200	8,460	10,042	1,582	18.7%	5,250	9,618
Urban Area Total	603,062	1,129,549	1,076,735	(52,814)	-4.7%	289,127	655,876

- **K**ing County's job target for 2022 is to add 289,000 jobs to the 2000 baseline. It lost nearly 53,000 jobs in the first two years of the planning period. It needs to regain those 53,000 lost jobs as well as add 289,000 new jobs to meet its target.
- Less than 50% of King County's job capacity will be needed to meet the 2022 employment target. Jobs that are lost ordinarily leave commercial/industrial "space" behind, adding to current job capacity (available space for new jobs).
- The Sea-Shore subregion has three to four times as much employment capacity as its 2022 target. The other sub-regions also have ample capacity - 40% to 80% more than is needed to meet their 2022 targets.
- The rural cities were the only sub-region with a net job gain. South County lost the highest proportion of jobs of the four sub-regions.

Outcome: Accommodate Residential and Job Growth in Urban Areas

Indicator 36: Land With Six Years of Infrastructure Capacity



Countywide Planning Policy Rationale

"All jurisdictions shall develop growth phasing plans consistent with...adequate public facilities and services to meet at least the six-year intermediate household and employment target ranges." (CPP LU-29) "Jurisdictions shall adopt regulations to and commit to fund infrastructure sufficient to achieve the [20-year] target number." (CPP LU-66, see also LU-28 and LU 67-68).

A meaningful measurement of land with adequate infrastructure is not currently feasible. Different ways of approaching this issue are being explored.

Indicator 36 arises from the "concurrency" requirement of the Washington State Growth Management Act, which requires that jurisdictions provide adequate infrastructure facilities to serve new development. It stipulates that any needed infrastructure improvements or programs be in place at the time of development, or that there be a financial commitment to complete the improvement or strategies within six years.

Infrastructure capacity can mean a variety of public facilities, including sewer, water, parks or schools, as well as transportation infrastructure. However, the focus of discussion has usually been on transportation, and specifically, on whether an acceptable level of service (LOS) can be maintained on local roads when new development takes place. Cities are expected to incorporate level of service standards for transportation facilities as part of their comprehensive planning.

If traffic impacts of new development are such that the current infrastructure is inadequate, then the city can: 1) plan for the financial resources to improve the current transportation facilities; 2) encourage new development in areas where plenty of transportation capacity is already in place; 3) adapt the LOS standard to a lower level in areas where growth is desirable, while pursuing ways to mitigate travel demand and expand public transit opportunities.

What We Are Doing

Proposed (2004) updates to the King County Code include:

- Changing to a new transportation concurrency methodology that uses a travel time measure rather than a volume-to-capacity measure.
- Modifies the level of service standards for the urban area and rural towns (Level E) and maintains the rural area LOS (at Level B). Specifies that certain types of development may be subject to less restrictive LOS standards.
- Requires all new development, whenever feasible, to be served by an existing public water system rather than wells.